Ever since the project was first drawn up, Shipping technologies have changed considerably. However, the project involve huge expenditure, particularly because of extensive rock dredging requirements. Hence, the project was not pursued for the time being. It is understood that the Government of Tam'l Nadu have engaged M/s. Paliavan Transport Consultancy Services Limited for updating the project cost submitted in the Laxmi Narayan Committee Report, 1983, for implementation of Sethu Samundram Project.

Allocation of funds to Inland Waicrwaj-s Authority

2453. SHRI RAJNI RANJAN SAHU : Will the Minister of SURFACE TRANS PORT be pleased to state :

fa) whether Inland Waterways Authority of India (IWAI) is not able to expend due to lack of funds;

(b) whether Government propose to provide adequate funds;

(c) if so, when and if not, the reasons therefor;

THE MINISTFR OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) No, Sir.

(b) and (c) Do not arise.

Review of Road Comitiunxation Facilities in various States

2454. SHRI S. S. AHLUWALIA: Will the Minister of SURFACE TRANS PORT be pleased to state :

(a) whether it is a fact the existing infrastructure of road communication in v.-ir'ous States h; s been reviewed particularly in the light of the new economic policy which envisaged substantial growth in activit'es related to industrial/trading ind commercial activities in the countrv:

(b) if so, outcome of the review;

(c) whether it is a fact that Government have been contemplat'ng to entrust the new roadway construction activities to private enterpreneurs;

I'd) if so. tentative details of the terms under which they would be conducting -ruch activities;

(e) alternative proposals if any, which ' t have also been considered by Government but rejected finally alongwith reasons of their rejection;

(<") whether any sepprate measures are contemplated to ensure maintenance of the existing National Highway Network; and

(g) If so, details threof?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) to (d) Constitutionally, the Government of India are primarily concerned with the development and maintenance of National Highways only. For all other roads, the respective State Governments are basical ly concerned in the matter. In view o[the Policy of economic lib: i, the Government is contemplating private sector narticination in Highway Sector on BOT (Build-Operate-Tran-fer) basis. However, the broad modalities in the i regard are yet to take final shape. It if! too early to cive the details of the terms for such participation at this stage.

(e) Nil.

(f) No. Sir.

(») Does not arise.

Legal Limit of Axle Loading

2455. SHRI NILOTPAL BASU :

SHRIMATI CHANDRA KALA PANDEY:

Will the Minister of SURFACE TRANS-PORT be pleased to state :

(a) the legal limit of axle load nermis-sible for commercial vehicles playing on National Hirhways;

(b) what steps are being proposed to be taken by Government in respect of the vehicles having axle loads higher than thr ve limit;

(c) whether there is any plan to design the pavements for realistic axle loading if it is not possible to counter the over loading of commercial vehicle; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT fSHRI JAGDISH TYTLER) : (a) Limit for axle 'oad as prescribed under the Central Motor Vehicle Rules are as under :

	Tons
Single axele (single wheel) fitted with 1 tyre	3.0
Single axle fitted with two tyres	6.0
Single axle fitted with 4 tyres	10.2
Tandem axle fitted with 6 tyres	19.0
Three axle trailer fitted with 12 tyres	24.0

(b) The State Governments (Transport Department) do not allow registration of the vehicles having axle loads^higher than the prescribed limits. However, the defaul ters are nunishci to the provi sions of Section 194 of the Motor Vehicles Act.

(c) and fd) The design of pavements is based on realistic loading. However,

over loaded commercial vehicles cause premature failure of the pavement nsces-suaung laiɛe investment in p..vcment rehabilitation.

World Bank funds for the bettermeut of roads in the Country

2456. SHR1 S. MADHAVAN: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the World Bank has agreed to allot funds for the betterment of roads in the country;

(W if so, what are the details thereof;

(cj what are the steps taken by Government to utilise these funds; and

(d) how much of these funds will be allotted to various state Governments ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHR1 JAGDISH TYTLER): (a) to (d) Constitutionally, the Central Government is primarily responsible for the development maintenance of National Highways in the country and ali other roads are essentially the responsibility of the State Govern-ments concerned.

So far as development ot National Highways is concerned, two loan agreements have been s'sned with the World Bank in September, 1985 and June, 1992 for US $ 200 million and US $ 306 million respectively. The first loan agreement included development of about 496 kms of National Highways in the States of Haryana, Punjab. Tamil Nadu, Gujarat, Uttar Pradesh and West Bengal. The loan has been closed '•1-12-1993. The second loan agree-ment includes development of about 290 kms of National : [ignways in the States of Haryana, Punjab, Madhya Pradesh, Orissa, Maharashtra and West Bengal and recons-truction of six bridges on State roads in Orissa. The closing date of the loan is 30-6-2001.

Shortfall in road development target

2457. SHRI SURESH KALMADI:

SHRI RAJENDRA PRASAD MODY:

Will the Minister of SURFACE TRANS-PORT be please.! to state:

(a) whether there is considerable shortfall in road development targets fixed for 20 years (1981—2001} road development plan for the country:

(b) if so, the details thereof:

(c) the total number of villages in the country that have all wea'her roads with and without adequate cross drainage structures: and

(d) whether Government are formulating the perspective of 20 years road development plan for the year 200 i to 2021 to meet the future demands for movement of traffic and to provide a modern road network in the country ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) The Hon'ble Members are referrng to targets indicated in the 20 year (1981—20011 Road Development Plan drawn by the Indian Roads Congress which is a registered society under the Societies Registration Act of 1860. However, the recommendations/targets inunciated in this Plan documents are basically recommendatory in nature and are intended to serve as reference for the formulation of the Five Year Plans etc. both at Central/State level. These targets have not been achieved mainly due to constraints of funds.

(c) Constitutionally, the Government of India are primarily concerned with deve lopment and maintenance of National High ways only. Construction/development etc. of other roads including village roads come tin the purview of the State activities, and State Governments are, therefore, essentially concerned in the matter.

(d) There has been no such move at this point of time.

Capacity of Major Ports

2458. SHRI VIREN J. SHAH : Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the existing capacity of the maior ports in the country and how much of the litional capacity is proposed to be added by the end of the Eighth Five Year Plan and what cost;

(b) how much annual traffic was handled by the ports during the last three years;

(c) in how many cases the ships had to wait at the ports for unloading for an abnormally long period durina each of the last three years;

(d) what steps have the Government taken or propose to take to obviate the chances of abnormal delay in the unloading of the ships at the major ports and what is the result of these steps;

(e) whether privatisation has been con-ceived in the form of leasing out of various assets and facilities like berths, jetties and cargo handling equipments; and

(f) if so, what are the details therefor?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) As cm 31-2-1994, all Major Ports had an aggregate capacity of approx. 172.6 million